

May 16, 2009

Group 6

- Neighborhood plan covers larger area than urban village shown on aerial
- Any zoning changes will only affect urban village
- ORCA card when light rail opens
- Better pedestrian access from QFC vicinity to Light Rail Station is needed
- Property west of QFC split by urban village boundary – property is half in and half out
- Need sidewalks along McClellan west of Rainier - McClellan is a steep street
- Interest by developer in providing parking in innovative ways – interest in shared parking, flex car usage by tenants, etc
- Better street lighting would help safety
- Improve sidewalks, street lighting, pedestrian crossings along and across Rainier Avenue
- Calm the traffic – Rainier is like a speedway
- Lots of people come here for the interesting and unique shops like Mutual Fish
- The MLK-Rainier-McClellan triangle is abhorrent - very rough area
- MLK-Rainier as one way couplet – traffic is miserable and bottled up
- No one uses the pedestrian over crossing – need better at-grade crossings on Rainier
- Too much focus on station area creates a vacuum sucking life from business districts north and south - need more of a commercial strip town center
- There is a diversity of opinion expressed by Somali participants on appropriate building height and scale
- Pedestrian environment is very important – prefer walking between shops – better sidewalks and lighting
- Transform Rainier from thoroughfare to a destination – How?
- Surface parking up to sidewalk makes BAD pedestrian environment – hide parking behind storefronts
- Convert Rainier Avenue to an urban freeway – turn development AWAY from it
- Would prefer buildings on the street to slow traffic down and make the environment more pedestrian-friendly
- Six stories and buildings up to the street – like Paris – is fine – no towers, though, unless on a podium with gathering space, like Freeway Park and Two Union Square
- Build around plazas, parks and open space like in Europe
- Recognize people come here by car for regional specialty shops that contribute to the neighborhood character, address car traffic as the area transitions (if it does) to less domination by automobiles
- 3-6 story townhouses with smaller shops along secondary streets off Rainier is desirable
- Mini-shuttles connecting single family neighborhoods with Light Rail Station would be helpful
- Gathering plazas are desirable
- Develop financing strategies that encourage development without requiring so much parking given the proximity to Light Rail
- Currently, the area around station is just an area people want to get through quickly – need to make it more pleasant – benches and plantings

North Rainier Town Hall Meeting

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- Need to first identify what we want to have in vicinity of Light Rail Station before we talk about buildings
- Improve regional connections
- Use neighborhood plan to pull together the diverse property ownership in neighborhood center

In summary:

- Build around plazas, open space and parks
- Pedestrian improvements – especially sidewalks, lighting, traffic calming and safe crossings of Rainier are needed
- Reinforce area as a destination - preserve unique shops, develop entire strip – not just the station area
- Consider re-routing cars to improve pedestrian environment
- Turning back on Rainier versus making Rainier the focus of new development
- Develop incentives to redevelop and reconsider parking requirements